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SOME

...Interesting Facts...

..CONCERNING..

COMPLIMENTS

...OF...

The Van Dusen Investment Co.

ASTORIA, OREGON.

...ASTORIA...

The only Fresh Water Seaport in the world:

Is situated at the mouth of a river that drains an Empire.

Has a harbor large enough to accomodate the combined Navies of the world.

Has a heavy Trunk-line Railroad connecting her with four trans-continental railroads.

Is the uttermost Railroad extension point on the American continent, into the Pacific Ocean.

Is 200 miles nearer Yokohama and other Oriental Ports than any other Pacific Coast Port.

Is 160 miles nearer Cape Nome mining country than any other port on the Pacific Coast.

Is surrounded by a country yet undeveloped, which possesses more wealth than the most sanguine ever dreamed coming out of the Klondike.

Is tributary to and from which point will be marketed 70,000,000,000 feet of the finest of timber.

Is the Salmon shipping center of the world.

Is the only place where the Royal Chinook Salmon is packed.

Is the center of one of the greatest Dairy propositions that the country today possesses.

Is tributary to large Coal deposits awaiting development.

Has the very best of Water, Gas, Electric Light, Street Car and Fire Department systems.

Has Banking facilities equal to all emergencies.

Has live and up-to-date Mercantile establishments.

Has substantial public and business buildings, factories, and elegant residences.

During year 1899 356 vessels arrived and 349 vessels departed from Astoria.

AMERICA'S GATE-WAY TO THE ORIENT.

No one who looks intelligently upon a map of the Pacific Nortwest can fail to discern the Imperial position occupied by the City of Astoria at the mouth of the Columbia River.

The NEW YORK TRIBUNE predicts, "That the coming century will see the Bulk of the Worlds commerce on the Pacific Ocean and the mercantile importance of its shores will henceforth be incomparably greater than ever before in the history of the World."

THOMAS H. BENTON pending the exciting debate on the Oregon question in 1846 in the United States Senate, near the close of his great speech favoring the admission of Oregon into the Union uttered this prophecy soon to be fulfilled. Pointing with his index finger toward the West he dramatically exclaimed, "THAT IS THE WAY TO THE EAST VIA THE MOUTH OF THE GREAT COLUMBIA RIVER."

C. P. HUNTINGTON, President of the Southern Pacific Co., in a recent interview said: "BUTTE AND MONTANA COUNTRY ARE NATURALLY TRIBUTARY TO THE MOUTH OF THE COLUMBIA RIVER. THEY ARE ON THE WESTWARD DOWN GRADE TO THE SEA AND COMMERCE IN THE LONG RUN FOLLOWS LINES OF GRAVITY. YOU CANNOT OVERCOME GRAVITY FOR IT IS TOO BIG A FACTOR EVEN IN THE COMMERCIAL LIFE."

JAMES J. HILL, President of the Great Northern Railroad, talking about the Columbia River Valley, remarked, "THAT ULTIMATELY THE EXPORT TONNAGE OF OREGON AND EASTERN WASHINGTON WOULD BE TRANS-SHIPPED AT THE MOUTH OF THE COLUMBIA RIVER."

S. H. H. CLARKE, for many years President of the Union Pacific Railroad system, said, "THEIR SYSTEM OF ROADS TO THE PACIFIC OCEAN WOULD NEVER BE COMPLETE UNTIL THEY EXTENDED THEIR LINES TO OREGON AND THE HARBOR AT THE MOUTH OF THE COLRMBIA RIVER."

WILLIAM H. SEWARD, the great Secretary of Mr. Lincoln's administration, who in his

trip around the world, published a quarter of a century ago, said, "THE PACIFIC OCEAN, ITS SHORES, ITS ISLANDS AND THE VAST REGIONS BEYOND, WILL SOON BECOME THE CHIEF THEATER OF EVENTS IN THE WORLD'S GREAT HEREAFTER.

Who controls the commerce of the Pacific will control the trade of the world. The eyes of the nation are turned toward the Pacific Northwest, and the Columbia River furnishes the one down-grade outlet that makes possible all this development.

IT IS AMERICA'S NATURAL GATEWAY TO THE ORIENT.

The United States government realize fully the importance of ASTORIA and the Mouth of the Columbia River; for since the construction of the Jetty which was built at an aggregate cost of $3,000,000.00, the engineers and other officers of the government have been employed constructing fortifications, for the harbor, which are to be impregnable. FORT STEVENS, on the south side of the river, is to be garrisoned and is being made one of the strongest fortifications of the nation. FORT COLUMBIA at Scarborough Head fronting the entrance to the river has recently been erected with large disappearing guns, and FORT CANBY on the north shore is soon to be enlarged and modernized.

The engineers have also been asked to select a site with the view of building a Drydock 1000 feet long for the accommodation of future commerce.

NEW YORK is improving her harbor so as to obtain 35 feet at low tide, realizing the importance of being able to accommodate the new line of deep draft steamships now being built.

LIVERPOOL is being improved beyond all other ports of the world and is expending immense sums to provide for the steamships of the future.

The Great Jetty at ASTORIA is to be extended and improved at a cost of $2,500,000 with a view of obtaining 40 feet of water at mean low tide. Why is this being done if the mouth of the Columbia is not to be America's natural Gateway to the Orient?

It may be stated as a fact palpable and undoubted that no port of the world will in the

near future be classed or used as a FIRST-CLASS port which will not readily admit steamers drawing at least 30 feet of water.

All are familiar with the facts concerning the great government Jetty at the mouth of the Columbia River; it is the greatest and most successful Jetty on any river of the globe, and has made available the only route by which the Pacific Ocean can be reached without crossing a range of mountains 5000 feet high.

COMMERCE LIKE WATER ALWAYS SEEKS THE GRAVITY ROUTE TO THE SEA.

PICTURESQUE ASTORIA.

From any point of view, or from the verandas of numerous cosy residences perched upon the hillsides, Astoria is unique and picturesque, and the eye is delighted with the varied and charming pictures.

The observer would also note that it is now the scene of the greatest activity in all the vast territory drained by the mighty river which here joins the ocean. Everybody and everything alive and moving forward to the bright destiny obviously decreed to this favored locality.

HER LOCAL RESOURCES ARE MARVELOUS IN THE EXTREME.

One of the greatest timber belts in the world is in the counties of Clatsop, Columbia, Tillamook and the Nehalem Basin in Northwestern Oregon, and the Counties of Wahkiakum, Cowlitz and part of Pacific in Southwestern Washington. Astoria, the county seat of Clatsop County, will be the port from which the larger portion of the lumber taken from this belt will be marketed in the near future. In the belt mentioned, there is according to government estimates 70,000,000,000 feet of timber, which, when marketed and manufactured into rough lumber, is worth the enormous sum of $700,000,000.00.

Astoria is the salmon shipping center of the world. Here at the mouth of the Columbia is the only place that the Royal Chinook Salmon is found. The value of this product

annually is $3,000,000.00 and gives employment to 5000 persons.

The establishment of an immense cold storage plant in Astoria during the past year has induced a number of our citizens to go into the deep-sea fishing business, which is also proving to be a great industry.

Clatsop County is the very home of the greatest of industries, "DAIRYING." Eminent professional men who have personally visited and studied her dairy lands, set out: that the revenues from the land around Astoria will one day be greater than the revues from the river; that Dairying will be as important a factor in the growth of Astoria, as it was in that of the city of Chicago.

VAN DUSEN'S ASTORIA.

VAN DUSEN'S ASTORIA overlooks the broad Columbia and its admirable location makes it one of the most desirable properties on the Astoria Peninsula· Neither pains nor money have been spared in the platting of the property, which is laid out with wide streets and fine, large lots.

The title is guaranteed, it being vested absolutely in the name of The Van Dusen Investment Company.

No surer or safer investment can be made than an investment in Real Estate; a deed for a home or a lot excels a life insurance policy or a savings bank account. Investments other than real estate are uncertain.

Fortunes have been made in the growth of other cities and the trend of events demonstrate that they will be realized at Astoria. Indeed, in many instances, great fortunes have already materialized.

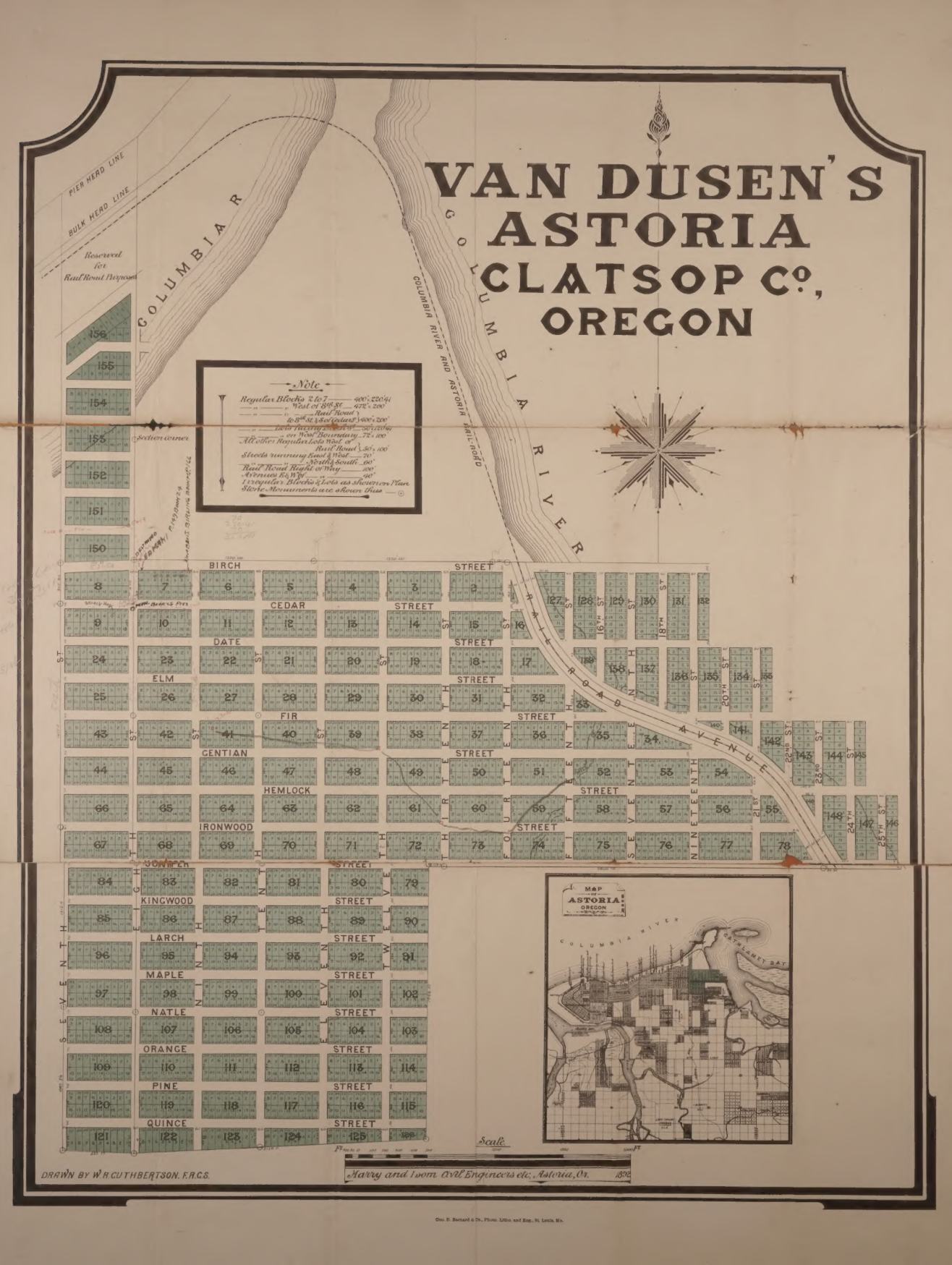
THE OPPORTUNITY IS AS GOOD NOW AS EVER.

For further information, address

VAN DUSEN & CO., Agents,

ASTORIA, OREGON.

VAN DUSEN'S ASTORIA CLATSOP Co., OREGON



Geo. D. Barnard & Co., Photo. Litho. and Eng., St. Louis, Mo.

ASTORIA
THE SEAPORT OF OREGON
AND
THE INLAND EMPIRE TRIBUTARY THERETO
FROM PULLMAN TO ASTORIA ... 520 MILES
" SEATTLE ... 69 "
FROM WALLA WALLA TO ASTORIA ... 341 MILES
" SEATTLE ... 390 "
FROM MOUTH OF COLUMBIA RIVER TO STRAITS OF JUAN DE FUCA ... 140 MILES
" STRAITS OF JUAN DE FUCA - SEATTLE ... 48 "
WITH THE DIFFERENCE IN THE DISTANCE SHIPS MUST TRAVEL AS BETWEEN THE MOUTH OF THE COLUMBIA RIVER AND SEATTLE, WALLA WALLA IS 310 MILES AND PULLMAN IS 310 MILES NEARER THE LIVERPOOL MARKET VIA ASTORIA THAN VIA SEATTLE.
PACIFIC OCEAN
WASHINGTON
OREGON
ASTORIA
SEATTLE
TACOMA
ELLENSBURGH
SPOKANE
PULLMAN
COLFAX
DAYTON
WALLA WALLA
PENDLETON
LEWISTON
WENATCHEE
YAKIMA
PORTLAND
WHEAT FIELDS
FARMING LANDS